



Official and Classified ADVERTISEMENTS

Continued from page 15

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The Scottish Fishermen's Federation is composed of Associations of herring and other fishing fishermen from Shetland to the Hebrides. The Associations are composed of individual boat-owners and crew who are united in their interests, not merely in the fishing but in the wider aspects of the industry.

The Federation handles the interests of the fishermen in negotiations with Government Departments, the E.R.C. and other authorities and with the Herring Industry Board and other sections of the industry. The Chief Executive would be expected to set up an office in Edinburgh and to undertake the preparation of cases, to make representations, to attend meetings of committees in London, Brussels and elsewhere and generally to master the intricacies of a most unusual industry and to interpret its needs and aspirations to Government, the media and to build a sense of unity among most individual fishermen.

The post would be most rewarding and the successful applicant should get enormous satisfaction from dealing with Scotland's fishermen. The initial salary depending on age, experience and potential will be in the £8,000-10,000 range. A further particulars from:

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Continued from page 5

the average size and age of fish caught steadily decreased.

The fact that in 1974, Iceland's exports were 74.8 per cent made up of fish products, with agricultural products making up a mere 2.9 per cent, must be seen as overwhelming evidence of Iceland's dependence on these endangered fish.

Yet in 1974, of the total cod catch in Icelandic waters, British trawlers took a huge 31 per cent, almost half of what Iceland took at 64 per cent.

I must agree with the Icelanders in believing this figure, which represents around 11,000 tons, to be far too high for the Icelandic fleet.

The lesson learned by Iceland after the collapse of her herring industry has been that her fishery limits must be enforced such a distance as to effectively prevent overfishing of her fish stocks.

Iceland is obviously alone in this belief.

Latest extension of

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Fishing news

June 25, 1976

No. 3282

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12p

BOAT ARREARS PUT HIB IN DEBT

A BIG CUT in herring catches and earnings, plus high operating costs, has put herring boats — and the Herring Industry Board — in debt. Arrears on loan instalments total £40,674 — plus £121,528 in interest more than three months overdue — and this has put the Herring Board behind in its payments to the Department of Agriculture and Fisheries for Scotland. About one-fifth of the boats being bought with a board loan are now behind in payments, a situation the industry has not been in for 20 years.

Last year herring landings fell by 35,033 tonnes, to 112,878 tonnes, and earnings were down by £2,065,045 at £11,157,239.

The situation is that, during 1975, approval for only one new boat was given by the board and two applications were withdrawn. Since 1973 seven applications for new boats which were approved, and four up for consideration, have been withdrawn by the applicants.

However, there were still 15 new boats completed last year and a further 15 are due to be delivered this year or early next year. Four of these are pursers under 80ft.

There is a gloomy picture painted by the Herring Industry Board's 41st annual report, for the year ended December 31, 1976, published this week.

The report's introduction on the state of the industry says: "There is no despair". Ups and down of the past have developed a resilience which now stands the industry in good stead.

"While, therefore, 1975 was a depressing year and the prospects for 1976 do not offer any sign of an improvement, there is no doubt in any mind that the industry will overcome the present difficulties and, thanks to the

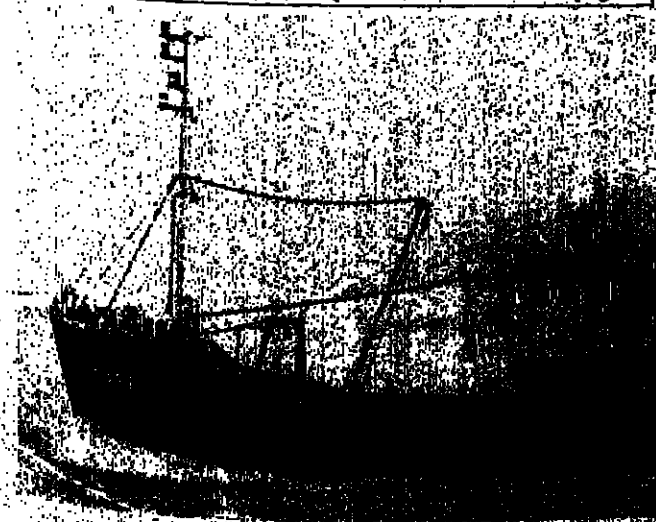


Seven up... on Shetland boat

Starina (below), a new 78ft. steel seiner-trawler built for seven co-owners, sailed north from the Richard Dunston yard at Thorne this week. Skipped by David Anderson (seen above, centre), she completed trials on Monday and later sailed for her Shetland base. Starina has a 21ft. 2in. beam and is powered by a turbocharged Kelvin diesel of 500 hp at 1,350 rpm. She is equipped with a Sutherland main winch holding 600 fathoms of 1 1/2 in. dia. wire and a Wilson 24in. power block; also fitted is a Bocolet No. 2 coil. Steering gear is by Telford. More details and pictures in Fishing News soon.

WFA: '265 owe money'

THE PROBLEMS facing for Agriculture and owners buying boats Fisheries; Edward through the White Fish Bishop. Authority have been The letter, to the MP highlighted in a letter for St. Ives, Cornwall, from the Minister of State.



Shell is catching

Shell marine oils are as much a reality as the fish. Britain's top trawlermen rely on Shell to help them bring home a comfortable catch. And once in port they look for Shell facilities to help them. With so much at stake, it pays to look Shell.



EEC cash for six new craft

SIX FISHING vessels recently completed, or under construction, for Grimsby owners have been awarded EEC building grants, it was announced last week.

The British Transport Docks Board, which is currently carrying out a £24 million modernisation scheme at the south Humber port, will also receive a grant from EEC funds.

Among the vessels to benefit are the Hull Gates Shipping Company's steel multi-purpose *Shaunee* and *Stoux*, and A. E. Richardson & Co.'s Danish-type seiners *Karen* and *Margaret*.

It is also understood a grant has been approved for skipper-owner Leif Gravesen's seiner *Edie*.

The sixth beneficiary remains something of a mystery as applications were made, as is customary, by Denby Trawlers Ltd. and Richardson (Seine) Ltd. on behalf of *Margrete* and *Riverside* Trawlers Ltd. for its new pair trawler under construction in Scotland and by skipper-owner Hugo Thimessen, for *Samantha*.

Herring record

THE DUTCH processing firm of G. Blom bought 10 units of herring at Mallaig on Thursday last week and paid a port record £27.10p a unit. The herring landed from the purser *Fathfinder* was caught off Barra Head. The previous top price was £25.40p a unit.

FREEZER BACK FROM OIL JOB MOVES TO HULL

FLEETWOOD'S only freezer trawler, *Criscilla*, has been switched to Hull.

The Fleetwood manager for her owners, J. Marr and Son Ltd., Jim Cross, said last week: "We no longer have the facilities for handling the ship at Fleetwood at the moment. So the firm thought it best that she be transferred to Hull."

"We are sorry to see her go, but we can't have everything. We have nine brand new ships in Fleetwood, so I don't suppose we can grumble too much."

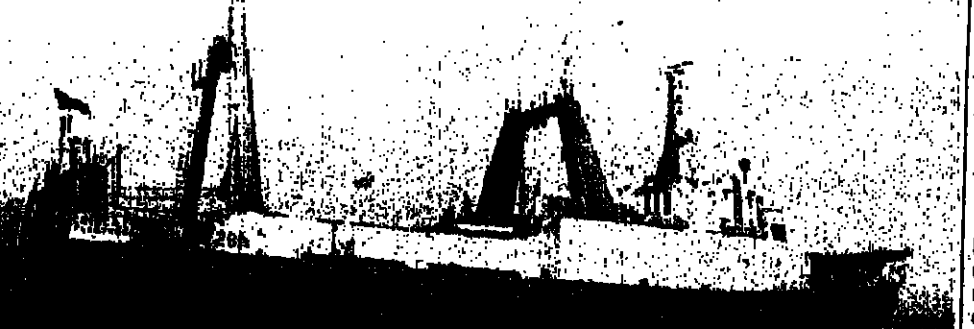
The vessel sailed on a fishing trip from Hull last week. Previously she had been engaged in oil survey work, but when this contract ended it was decided to put her back to fishing.

Criscilla, one of Britain's smallest freezers at 172 ft., was built at Aberdeen in 1968. She was commanded initially by Skipper Victor Buschlini, who was highly successful in the vessel but returned to wet fishing.

Criscilla — back fishing after an oil charter — now works from Hull.

Before she went on to oil survey work, she was commanded by Skipper John Burns. He recently took the new stern trawler *Armana* when she was completed at Hull.

Although *Criscilla*'s transfer will mean fewer jobs for Fleetwood fishermen still, as Mr. Cross said, is employers of men in the port's fishing industry. Its key factors in the port's battle to overcome the problems posed by the Iceland agreement.



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COMMENT

IT MUST BE with some envy that British fishermen look at their counterparts in France. By making enough noise and nuisance, French fishermen can always manage to get some action out of their Government.

All the banner waving and protest marches last year, against the flood of mackerel imports from the UK, seems to have produced some results. There are strong suspicions that the latest demand by the French authorities for a health certificate on all imported fish (page 7), amounts to nothing more than a 'back door' method of banning foreign fish.

When examined closely, the new regulations provide enough scope for the French to block imports at a whim. In addition to a health certificate, the French are insisting on permits for all establishments where fish is prepared and handled. When it is remembered that the handling of fish starts on a boat, who knows where the permit system could end?

With only five weeks to go before the regulations come into force the Ministry of Agriculture and Fisheries seem to be relying on EEC pressure to get the French to withdraw their demands. Knowing the obstinacy of the French, it might be better if the Ministry concentrated on setting up the machinery to comply with the new regulation.

Neither the fishing industry, nor the country, can afford to lose a valuable export market.

fishing news

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94 years constant service to fishermen and their families

BUT will keep fleet working

THE LARGEST owning company on Humber, British United Trawlers, has announced plans which should not result in the withdrawal of any of its distant water trawlers in the foreseeable future.

However, to keep the vessels operational, it has put five Grimsby trawlers onto the Western grounds and the reduction in crewing on these vessels means four or five men on each will lose their jobs.

In Hull, the company will continue to fish 13 vessels at Iceland and the remaining two trawlers are likely to work the Barents Sea or the West Indies.

It is understood these plans are only temporary and may have to be reviewed in the light of their returns. It is expected that about 35 trawlers will be made redundant as a direct result of this reshuffle.

There are also no immediate plans at Consolidated Fisheries to withdraw any of its 11 trawlers and the company is continuing with its policy of maintaining a fully operational fleet.

A major refit on *Real Madrid* is nearing completion, but the company has been forced to deploy some of its vessels to the West Indies to keep at full strength. Boston Deep Sea Fisheries, which has already made

LOIS ANNE SETS NEW RECORD

A NEW weekly landing record for Bridlington harbour, set up by the stern trawler *Lois Anne*, may also prove to be a record for other inshore ports in the area.

Nine-month-old *Lois Anne* landed 3,551 stone of fish last week, which sold for £8,575. She was at sea for four days and five nights on two trips.

This 59 ft. boat is owned by Bob Ibbotson of Flamborough, an FOS governor, vice-chairman of the North East Federation of Inshore Fishermen and a member of the North East Sea Fisheries Committee.

The boat has a crew of five, including Mr. Ibbotson's three sons Peter (skipper), Robert, and Phillip.

economies, is not quite so fortunate and may have to lay up *Boston Boeig* which returned to the port with a broken winch last weekend. No final decision has been made.

Meanwhile, a spokesman

for the Grimsby Labour Party said there was no question of Anthony Crossland being carried for the part he played in the end war settlement when he visits Grimsby to back his actions to fishing industry representatives.

NAVY GET THE FISH

A MINISTRY of Defence danger area on the north-east coast of Scotland has become a sanctuary for fish, according to Gordon Jackson, secretary of the Mallaig and North West Fishermen's Association and a Scottish Fishermen's Organisation director.

Speaking to Skye and Lochalsh District Council, which is concerned about fish conservation, Mr. Jackson dealt with a whole range of subjects.

Turning to conservation, he said a most unexpected effect had come about in the Inner Sound of Rannay.

The Royal Navy use a 10-square-mile area off the Applecross coast to test classified underwater missiles launched by submarines.

Fishing is restricted by law to prevent damage to seabed monitoring instruments.

Mr. Jackson said the torpedo range has closed a large area which is fast becoming a sanctuary for fish. This is the first time in Britain this has ever happened and it could be of major importance, he said.

The Navy has admitted that fish have been flooding in. The long-term effects are to be the subject of a special biological study which could lead to the establishment of "nursery" areas for fish in other places.

The industry is concerned about the little money available for fishing research in Britain, said Mr. Jackson. "I regret to say we can learn more from the Norwegian fishery vessel which is always working just outside our limits — they are totally co-operative in giving us all data."

"Recently, in the blue whiting trials, the skipper came aboard British boats and helped them to adjust their nets."

Mr. Jackson said conservation measures have resulted in the first signs of recovery of herring on the west coast.

Against all scientific advice and expectations, he said, lobsters are on a fast decline

in BRIEF

TWO five-stone boxes of top quality Dover soles from the Grimsby inshore trawler *Myrtle* (Skipper Nick Miles) changed hands last Friday for £102 apiece to set a new price record for the species. Altogether *Myrtle* had landed two kits of fish which grossed £413 through the Sam Chapman & Sons Ltd., agency.

A £295,000 scheme to develop Whithy's upper harbour has been approved by the Government. It will provide a refuge area for fishing boats, nearly 240 new deep water yacht berths, reclamation of seven acres of mud flats for car parking and a deeper channel for cargo ships from the Continent and Scandinavia.

THE Thames Estuary Inshore Fishing Fleet Race will be held this year on July 31 at 12 noon from Southend Pier. Around 35 to 40 boats will be taking part.

AFTER a 22-day trip to the White Sea grounds *Hamlet St. Dominic* (Skipper J. Jagger) made £35,021 at the last week. She had a turnover of 1,661 kits of which 71 kits were flatfish.

FORMER lighthouse-keeper Ken Walker, has been appointed Algaite Industrial manager for Orkney and the north of Scotland.

Well boat on run to Spain

AROUND 30 West Country crabbers are supplying part of their catches to the Panama-registered well boat *Natali* at Plymouth for export to Spain.

The well boat has made three trips so far and up to 25 tons a trip can be carried. Boats from Dartmouth and Plymouth are supplying spider and other crabs, plus lobsters.

Natali is expected to make around four trips a month. Chris Austin of Hastings, who exported cuttlefish last year, is working with the Spanish buyers and told *Fishing News* some boats were earning up to £1,500 and £2,000 a week.

James and Austin of Paignton are organising local consignments and Tom Jones said: "All has gone well."

Half a dozen skippers up the coast were disappointed this week when their private consignments had not been collected.

Bob Stevens of Poole's *Lucky Me*, and Anton Proctor of Mudeford's *Bucconer*, said they were left with about one ton of spiders each, along with another two Mudeford boats and one from Portland.

They had each switched from night-time trawling to spider crabs.

Chris Austin said, as there had been crew problems, *Natali* would not be returning to the UK until next Tuesday — even then he would not be able to pick up their spiders.

Union wants fleet to be nationalised

FURTHER proposals to decasualise the British fishing industry were revealed this week in a policy document prepared by the Transport and General Workers' Union.

The plans received unanimous approval from an all-country meeting of fishermen's union representatives at the International Transport Workers' Federation conference held in Grimsby on Monday and Tuesday.

The representatives are likely to adopt the proposals themselves.

The conference also called for nationalisation of trawler companies and their ancillary food processing activities at the earliest possible date — and 100 per cent union membership within the industry.

The decasualisation proposals, which according to a union spokesman would take the industry out of the 19th century and into the 20th century, are in line with conditions, holiday pay, pensions, sick pay and severance payments adopted by most modern industries ashore.

Under the scheme a National Labour Board for fishing would be established. Men wanting to fish would be registered on local boards at each port; something like the present dockers' scheme. Basic to the whole idea is that

all fishermen should be union members.

Trawler owners would have to register and registered trawlermen would be subject to disciplinary action if they failed to meet agreements.

Fishermen on the register would be entitled to fall back pay of about £50 per week when out of work, plus fully paid holidays and sick pay. There would be compensation for fishermen unable to continue working due to ill-health or age.

The union suggested a wage structure of £3,200 a year for trainees over 21, £3,950 a year for qualified deckhands and

cooks, and £4,800 a year for chief engineers. Poundage payments on the catch would be additional and standardised at ports. Trawler officers would continue to negotiate with the owners over their pay.

The TGWU national fisheries officer, David Cairns, said the union expected the Government to meet the cost because of the vital part fishing plays in supplying food.

He hoped the scheme would be adopted when the Law of the Sea Conference had established what size the future British fishing in-

cludes at the Grimsby conference included representatives from Canada, Denmark, the Faroes, Finland, France, Germany, Holland, Japan, Norway, Portugal, Spain, United Kingdom and United States of America. The Icelandic delegate was unable to attend because of a broken leg.

They agreed to set up an international sub-committee to finalise the various proposals. Other policy matters under review included limits, quotas, plus health and safety at sea. The conference ended on Tuesday with a factory tour.

"In October 1975 the initial response produced 71.6 per cent of payments due, and 240 borrowers were in arrears."

"In April 1976 the figure had risen to 74.1 per cent of payments due, and 265 borrowers were in arrears."

"More significant was the high level of interim payments, which resulted in 97 per cent of money due in October 1975 being paid before the next settlement date."

"The efforts to catch up no doubt contributed to the high number again unable to meet payments in full this April", added Mr. Bishop.

He believes that the evidence does not justify interfering with contracts which, in the majority of cases, are proceeding satisfactorily.

Mr. Bishop saw the needs and problems of the fishing industry in the south west at first-hand recently when he visited Newlyn and other ports.

WFA boats in debt

From page one
...man it could be estimated. To this would be added a certain percentage to cover sickness, holidays, etc.

Repayments of capital and interest are running at about £3 million a year.

"Both in October 1975 and April this year about one-quarter of those due to make payments were unable to do so in full at the due date", remarks the Minister.

"In October 1975 the initial response produced 71.6 per cent of payments due, and 240 borrowers were in arrears."

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Fleetwood loses Kennedy

THERE IS now yet another former Fleetwood trawler working from Lowestoft.

The 139 ft. distant water trawler *Kennedy* has been sold by the Hewitt Fishing Co. to Lowestoft's Claridge Group, which last year bought the vessel's sister-ship *SSAFA* from the same company.

Kennedy was built at Goole in 1957 as *Boston Britannia* and was one of the most successful middle-water

vessels in the fleet of Boston Deep Sea Fisheries before the Hewitt company bought her in 1977. It changed her name to *Kennedy* and switched her to Iceland fishing.

A spokesman for Hewitt said last week: "Negotiations are taking place which could lead to one or two smaller ships coming here." At present Hewitt has two distant-water trawlers, *Ello Hewitt* and *Robert Hewitt*, and the 109 ft. near water vessels *London Town* and *Royalist*.

The recent success of these latter craft has prompted the firm's interest in increasing this section of its fleet.

Kennedy — sold off to Lowestoft owners.

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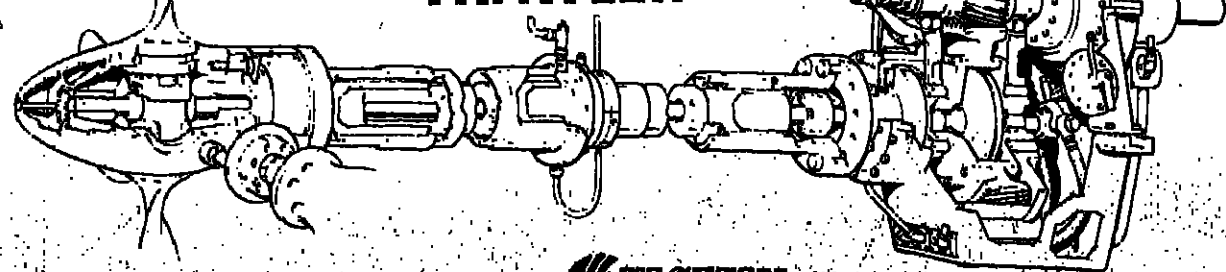
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EEC 'trading Scots waters'

MRS. Winnie Ewing MP has received an answer which she describes as "totally unsatisfactory" to a written question to the EEC Commission on extensions of fishing limits.

The answer maintains the EEC view that the whole sea area of all the member states is at its disposal, and that it is being generous in extending the UK exclusive limit to 12 miles.

Mr. Ewing says: "It is bad enough that the EEC States, who have destroyed their own fisheries, should now claim the right to share out ours. But there is worse to come."

MARR LAYS UP TWO TRAWLERS

THE 789-ton *Primella* and the 678-ton *Brucella*, two of J. Marr and Sons four Hull-based distant water trawlers, have been temporarily laid up.

A company spokesman told *Fishing News* on Tuesday: "We don't have sufficient fishing days allotted to

operate these two ships off Iceland, and other grounds where they could fish, even under the quota system. The situation is being reviewed daily."

Both vessels have been docked a while and *Primella* now having a major engine defect put right.

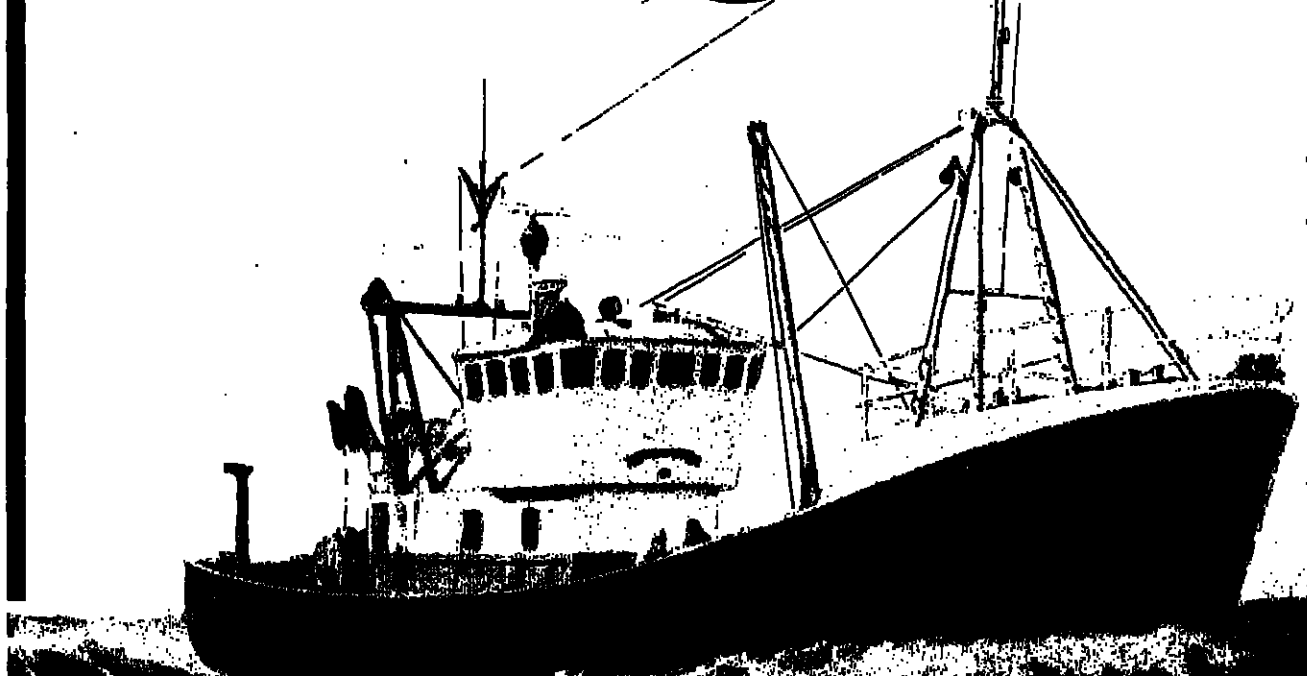
Plastic box meeting

WITH the cost of wooden boxes rocketing, a meeting is being made at Peterhead to change over to plastic containers.

An open meeting is being staged at 11 a.m. on July 1 at the Fisheries Mission, to discuss the possibility of a scheme.

A steering committee has been formed under the chairmanship of John Buchan. It is hoped that an industry company of box users will be set up to manage the

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The Cosalt pair trawl, which has been a revelation to the Scots, stretched out on a sports field for the benefit of our cameraman.

Scots latch on to pair trawl

AT A TIME when most fishing equipment suppliers are finding it increasingly difficult to keep their order books full, the Inshore Net Department of Cosalt Ltd. at Grimsby is having a remarkable run of success.

Originally set up to meet the needs of the local inshore vessels in Grimsby and adjacent inshore ports, the company has been so successful that net orders are now pouring in from all quarters, including the continent, for the wide range of nets it manufactures in a busy factory on the fish docks.

Recently the firm came up with a new box trawl, called the Concord, which has been setting new standards for inshore trawlers which have turned to it.

Hard on the heels of this success has come unexpected orders for the Cosalt pair trawl from Scottish vessels which would normally have turned to seining.

The Caley Fisheries Group Ltd. of Peterhead, which

Above: fish's eye view of the Cosalt pair trawl. Right: the men behind the net stand in front of it (left to right): foreman net fixer Bill Smith, Colin Deans, Andy Borrell and manager, Peter McKillop.

agents a large number of Scottish vessels at the port, confirmed the net—designed basically for fairly low-powered vessels—has been a revelation. Skippers using it have consistently returned with good catches.

Already supplied with the pair trawls from Grimsby are Seringa (Skipper John Morgan) and Sundari (Skipper William Morgan), Amethyst (Skipper James

Buchan) and Noronya (Skipper Alec Reid), Ugievale II (Skipper Arthur Buchan) and Faithful II (Skipper Walter Milne), Fairweather V (Skipper John Alec Buchan) and Sparkling Star (Skipper John Buchan) at Peterhead, also Ocean Crest (Skipper Robert Stephen) and Dayspring (Skipper Alex Tail) from Fraserburgh.

Basically, the net was designed by Cosalt to the specifications of Grimsby pair trawler skippers and it has not been altered to any great degree for the floods of orders now coming from Scotland.

Of all-nylon construction, the groundrope is only 117 ft. 4 in., with a 130 ft. fishing line and the normal adjustable bobbin rig of 125 ft. V-wires of 24 ft. 6 in. provide that bit more lift necessary for harder grounds.

Initially many of the skippers thought the 25-fathom long net, with 200mm meshes against 200mm meshes they were used to working, would be too small, but the remarkable run of catches has altered their opinion of the net which takes 72 hours to make.

Left: trawl mouth and bobbin/float rig of Cosalt's pair trawl.

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Firmer markets lift the gloom at Grimsby...

THE RECENT run of improved quayside prices was maintained by all sections of the fleet which landed at Grimsby last week with, if anything, the markets firming up even more, especially among the seiners.

Skipper-owner Anton Bojen in *Bekimael* headed a long list of big grossings with a new port record for a seiner of £8,606.

Skipper Bojen, father of top pair trawler skippers Jens and Jorgen, smashed the old standard with a 16-day trip, which turned out 338 kits and included 174 of cod, 118 of codlings and 45 of plaice in the tally.

Bekimael landed on June 17 through the Consolidated Fisheries (Seiners) Ltd. agency.

The previous best seiner trip was held with £8,335 from 400 kits by *Skanderborg* way back in August 1975, when Skipper Melvin Poter-ton was in command.

Several other vessels made best-ever return and *Veralla* (Skipper "Bebbe" Olesen) hoisted the Allard Hewson Co. record to £7,773 from 319 kits just a week after sister-ship, *Beverley*, had broken new ground for them!

Biggest disappointment was felt by the Sam Chapman agency when Skipper Willy Thomsen chose to land at Hull, also on June 17, with a huge haul of 376 kits which grossed £9,030 for *Rasmine*. This would almost certainly have outgrossed *Bekimael* on the buoyant Grimsby market.

Nevertheless, *Rasmine's* grossing stands as the best return for a Grimsby seiner landing at another port.

Top three pair trawling grossings went to the new John R. agency, with both Bojen brothers sharing big catches to complete the family celebrations.

There were far more respectable grossings from the Icelandic trips, too. Skipper Barry McCall took the honours in this section with £9,162 from 1,928 kits after a 23-day trip in *BUT's* *Ross Renouin*.

The Boston Group also had the satisfaction of a profitable trip from *Prince Philip* (Skipper Eddie Grant) with a nice catch of 1,462 kits which made £33,563.

Unfortunately, a portion of the distant water fleet still failed to clear their expenses due to slack fishing.

Almost as routine, *BUT's* *Ross Zebra* (Skipper Ron Reeves) topped the middle water landings with a mixed Faroes/Westerly catch of 1,169 kits and made £19,074.

LIONEL Cox JP (left) being presented with two silver salvers by Tom Boyd Jnr., president of the Hull Fishing Vessel Owners' Association. Mr. Cox retired recently as secretary of the association after 27 years within the industry. He is succeeded by Robert Dalton.

IAN Stewart CBE has been re-appointed as president of the Scottish Fishermen's Federation. Mr. Stewart has also been appointed an honorary president of the Clyde Fishermen's Association, which he helped to found 40 years ago.

People

JOHN Wright, public relations manager of the Irish Sea Fisheries Board (BSM), has been appointed fisheries development manager. In his new capacity Mr. Wright will be responsible for the board's development programme for the catching sector of the industry.

Mr. Wright also retains responsibility for the board's public relations.

OBITUARY

KENNETH Samuel Rouse (GB), mate of the Grimsby trawler *Three Angels*, died arrived back from a mid-die water voyage. Mr. Rouse was married with two sons.

Skipper gets £200 fine

SKIPPER Duncan Montgomery was fined £200 after being found guilty of illegal fishing within the three-mile limit off the Scottish west coast at Dingwall Sheriff Court last week.

Skipper Montgomery, of the boat *Halcyon*, denied other trawling within the three-mile limit off Loch Carron on November 12 last year.

He admitted a previous conviction for a similar offence in 1973.

Top grossing from Iceland

THERE were some excellent grossings at *Blenheim* (Skipper Bob Fleetwood by vessels returning from Iceland last week.

The stern trawler *Irvana* (Skipper Gordon Wignall) landed 1,901 kits, including more than 1,400 kits of cod and 400 of coley, which sold for £37,216.

Earlier in the week the

CO-OP CLOSES DOWN

DINGLE Fishermen's Co-op in County Kerry has gone into voluntary liquidation.

For several weeks catches have been dumped due to poor markets and the lack of local freezing facilities in the area.

The Co-op has blamed the State-promotion agency for the area, Gaeltarra Eirann, for not letting it buy or lease one of two freezing plants in the town owned by the agency.

But the allegation has been rejected by Gaeltarra, which said that co-op officials, at one time, were negotiating for the co-op and then some of them were, at the same time, negotiating privately as a group for the rights to a freezing plant.

Now it appears that members of the co-op are to form a private company in Dingle.

stern trawler *Blenheim* (Skipper Bob Fleetwood by vessels returning from Iceland last week.

She landed 1,908 kits, including more than 1,200 of cod and 170 of coley, which sold for £34,801.

Among the side trawlers, the outstanding vessel was *Boston Explorer* which is now the *Boston Deep Sea Fisheries* side trawler at Fleetwood with an Iceland licence.

On her latest voyage she worked Iceland before returning to port with 1,534 kits, including more than 1,000 of cod and 250 of coley, which sold for £29,816.

Plaice continues to attract little demand, despite the fact that quality is showing its usual summer improvement.

NAVENA LANDS £11,292 MAIDEN

FLEETWOOD'S latest vessel, the stern trawler *Navena* (Skipper Tom Watson), landed her maiden at the port last week.

The vessel fished the middle water grounds before landing 651 kits, including over 200 of cod and 180 of had-docks, making £11,292.

Andrew Marr, of owners J. Marr & Son Ltd., said there had been criticism of the industry for not modernising its fleet. This could not be said of *Navena* brings the total of new ships built for the company in the last four or five years to 26.

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A PLAN FOR HUMBERSIDE

A DOCUMENT sent to the Government this week by a 17-man delegation of Humberside councillors and fishing interests spells out the problems facing the industry and suggests short and long-term measures to stave off a collapse of the ports.

The report calls for immediate short-term aid for the industry as well as long-term policies from the Government in order to ensure survival.

The document is the result of meetings between councillors and representatives of all sectors of the fishing industry in Hull, Grimsby and Bridlington. The final draft was agreed at a meeting in Hull last weekend.

The document states that ships of the correct type should be built and maintained and, thereby, retain the catching capacity, conserve skilled labour resources and hold Britain's negotiating position for quotas, plus selective aid for some special projects related to the industry to sustain employment.

Dumping of heavily subsidised foreign fish in the UK should be controlled and ensure a fair minimum import price operative throughout the UK.

A positive Government

fishing policy is also needed, incorporating clear views on limits and stock management.

Reciprocal agreements with other nations, e.g. Norway, are called for to ensure future supplies of fish for the modern and efficient fleet of over 40 freezer trawlers based on the Humber. And re-negotiation of the Common Fisheries Policy is needed with special regard to limits legislation and the grading and pricing system.

The report would like to see the setting up of a "Little Noddy" to investigate the organisation of the industry and, in particular, the marketing and pricing structure within the UK.

The report goes on to say that fishermen should be given the same protection as other workers and that they be brought under both industrial and social legislation which governs the employment of every other industrial employee in the UK.

At the same time, terms and conditions of employment within the industry must be raised to the levels of other industries.

The industry requires

financial assistance to help with the immediate difficulties, the provision for fair redundancy payments and, then, long-term policies and financial aid to help the industry adapt structurally to the changing pattern of British fishing.

In view of the need to restructure the industry, it is also essential that training facilities are made available at the two nautical colleges at Hull and Grimsby to retrain crews for the new types of vessels and fishing methods which will have to be brought into use.

The industry is now facing a crisis and there is a very real possibility that, without quick action along the lines discussed in the report on cheap imports, subsidies and, in particular, access to grounds such as Iceland, there will be a major collapse of part, if not all, of the industry on Humberside.

The representatives who formulated the report believe that the industry on Humberside can have a very real and economically viable future. It has a very important and essential place in the economy of the country.

'Gold turns to silver'

AS EXPECTED a coin has been found under the foremast of the side trawler *Dinos* as she was being broken up at Hull—but not a half-sovereign as previously believed (Fishing News, June 18).

The coin turned out to be a half-crown minted in 1885, the year the vessel was built by Cochrane and Sons. The coin is understood to have been placed under the mast just before it was lowered into position.

The coin has been presented to James Mewse, who has been superintendent with J. Marr & Son (the owners) for 31 years and who supervised *Dinos*' construction.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on June 12, 1978.

The new rates of interest are: for fishing vessels under 80 ft. and new engines, under five years, 12½ per cent; 10 to 10 years, 13½ per cent; 15 to 15 years, 14½ per cent; 20 to 20 years, 15½ per cent.

For processing plants, under five years, 14½ per cent; 10 to 10 years, 15½ per cent; 15 to 15 years, 16½ per cent; 20 to 20 years, 17½ per cent.

PROCESSING AND MARKETING

EXPORT CHAOS!

FISH EXPORTS to France could become completely bogged down by new health regulations due to come into force in August. Although it will not be difficult for British fish to comply with the requirements of a health certificate being demanded by the French, there appears to be no administration in the UK which could produce the documentation without long delays.

As neither the White Fish Authority nor the Ministry of Agriculture and Fisheries have people qualified to operate the regulations, it seems that the task could only be handled by environmental health officers, but this would impose a heavy work-load on them.

Ken Beeken, secretary of

Health ticket could hit French market

the Federation of British Port Wholesalers Fish Merchants' Associations, told *Fishing News* this week that his members were very worried about the French move. A lot of concern centred around weekend consignments of fish to France: "Would port health officers be prepared to work on these days," asked Mr. Beeken?

There is also confusion among the port health officers as to whether they are the competent authority to deal with the regulations.

A spokesman for the Environmental Health Officers' Association told *Fishing News* that enquiries had

been received from port officers and the association is awaiting a reply to a letter it had sent to MAFF.

Another worrying aspect of the regulations is the stipulation that all processors of fish for export to France will have

to meet certain conditions and be issued with a permit in the country of origin. Again, there is no machinery in the UK to license processing.

The new regulations apply to almost all fresh, frozen and processed fish. The only ex-

ceptions are oysters, mussels and other shellfish "likely to be consumed raw". These shellfish are already certificated under an earlier decree.

The matter has now been taken up with MAFF by the White Fish Authority, Producer Organisations and the Federation of British Port Wholesalers Fish Merchants' Associations. "The regulations are now under active consideration", says MAFF.

France has been under pressure at EEC level to withdraw the regulations and separate representations have been made by the British Embassy in Paris.

Other EEC countries are reported to be angry with the move by France which contravenes the Common Market constitution. Denmark raised the matter at the Council of Ministers on June 6.

To be certified acceptable for the French market, fish will have to be free of additives and undergo a bacteriological examination. It is also stipulated that fish will have to be caught, handled and despatched according to regulations in France.

Certificates will have to be completed in both French and English.

The problems arise when exporters take advantage of a ferry route to St. Malo just started.

Findus opens big depot

FINDUS has opened a new fish and frozen food distribution depot to serve the north-east.

Located in a three-acre site at Hebburn, Tyne and Wear, the £500,000 depot replaces existing facilities at Stockton and Blaydon and is capable of handling 21,000 tonnes of products a year.

It will be operated by Alpine Refrigerated Deliveries—the distribution company jointly-owned by Findus and Lyons Malt, and the two parent companies will share the depot's facilities, including 150,000 cu. ft. cold store.

The depot will cover a sales area from Holy Island in the north, to Whitby in the south and Hexham in the west.

It can handle up to 17 trucker-loads of frozen food a week and has a fleet of 26 shop delivery vehicles.

Findus sales and marketing director, said: "Tyne-side has been a particular success story for Findus. Last year we increased our volume sales by 17%, which put a tremendous strain on existing depot facilities."

The problems arise when exporters take advantage of a ferry route to St. Malo just started.

IMPORT FLOOD

BRITAIN could be virtually held to ransom on fish prices because of the Government's failure to curb the flood of low-priced frozen fish imports.

The latest Customs and Excise figures show another rise of nearly 50 per cent in the first quarter of this year, according to the British Trawlers' Federation.

These imports could backfire on British consumers, who are now faced with a drastic reduction in cod supplies following the Oslo fishing agreement with Iceland.

Imports from countries with heavily-subsidised fleets have been depressing the British market to artificially low levels. Now, with Britain shortly to be in need of fish rather than just a dumping ground, the exporting nations are likely to start pushing their prices up.

"For the past 18 months we have been warning the Government of the consequences of allowing imports to pour in at uneconomic prices. The industry has suffered a great deal already

from the undermining of its markets: now the consumer is likely to suffer too."

"It has always been obvious that the exporters would not go on losing money. Now the chance has arrived to charge more realistic prices they will almost certainly take it," said Austen Laing, director-general of the British Trawlers' Federation.

"With the EEC conspicuously omitting frozen fillets from its latest regulations on cod, and the British Government lamentably failing to press our case in Brussels, the situation has already assumed the proportions of a major scandal before the latest figures showing a continuing increase in the early part of this year."

"In marked contrast to France and Germany, Britain has singularly failed to tackle the problem and will now have to pay the price of inaction," he said.

There are fears that sudden

price increases will induce consumer resistance which could further hit the already depressed fishing industry.

Study of the Customs and Excise returns for the first quarter show, says the BTF, that Norway's "gesture" of slightly increasing the price of what was previously the most sensitive item (ready-to-use industrial blocks of frozen cod) has been offset by big increases in imports of other species or packs—among them an increase of 958 per cent in volume, accompanied by a 32 per cent drop in price, on retail packs of cod.

In the January to March period this year imports of frozen fillets and portions of all species were 15,998 tonnes compared with 10,668 tonnes in the same period last year, a rise of 48.3 per cent. There was also a comparable rise of 47 per cent in imports of frozen whole, gutted or headless fish of all species, up from 4,142 tonnes to 6,090 tonnes.

While imports of cod are doing the worst damage, head-dock imports, for instance, increased by 100%, hake by 300 per cent and coley by 310 per cent.

Adding to Britain's import

figures and worries is the load of frozen fish seen being unloaded from the Russian ship *Mangali* of Rega at Alexandra Dock, Hull, last week.



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HARRIET GOES TO CHARITY

FLEETWOOD'S oldest fishing vessel, the former smack *Harriet*, is soon to leave the port for the last time.

She has been purchased by a group called Combined Action Now, a charity which intends to use the vessel as a holiday home for disabled children. *Harriet* will be sited permanently on dry land.

She was built at Fleetwood in 1893 as a sailing smack. During the latter part of her career she was skipper-owned by George Fletcher, who successfully worked her on the Irish Sea grounds.

When Skipper Fletcher retired from the sea the vessel was purchased by a Fleetwood civil servant, Eric Ashton, who hoped to re-fit her as a ketch and use her for cruises for young people.

But Mr. Ashton eventually sold her to Combined Action Now. At the moment the search is on for a site for *Harriet* somewhere in the north-west.

Rosenborg takes back Hull record

ON MONDAY Boston Deep Sea Fisheries' Rosenborg (Skipper Vagn Dahl) regained the Hull seiner trip grossing record by making £10,934.36 for 486 kils caught on a 12-day trip.

Earlier in June Rosenborg was the first Hull seiner to reach a five-figure landing by making £10,000.94 for 417 kils after a 17-day trip, but this local record lasted only two days.

Then *Visborg* (Skipper V. Jensen) snatched away the record with a £10,170.43 grossing which Rosenborg has just beaten by £764.

Other seiners landing at Hull on Monday were *Vikingborg* (Skipper N. P.

Jensen), whose nine-day trip made £736.67 for 303 kils, and the Danish vessel *Anders Dahl*. She grossed £2,020.50 for 337 kils.

Average price per kil for the three seiners' catches were: *Rosenborg* £22.40, *Vikingborg* £24.35, *Anders Dahl* £23.98.

Hull also had two water trawler landings on Monday. *Arctic Comet* (Skipper L. Rouse) out for 10 days on a Bear Island Sea trip, made £3,120 for 145 kils, while *BUTY* (Skipper Canaveral (Skipper Berry), back from a White Sea trip with a gross of £17,477.

FISH HANDLING, processing and marketing

NEW POLICY FOLLOWS
CLABEN CHANGES

WITH A reorganisation of its management now complete, Aberdeen's largest firm of fish merchants and processors, Claben Ltd., is set for expansion and a new policy: "expansionist and aggressive marketing".

These moves follow the resignation of Dr. Francis Clark, who also resigned his other directorships with the Salvesen group in January. At the time it was stated that Dr. Clark could no longer work within such a large group and would "rather run his own show".

Two executives, Ian McFadden, production manager, and Tony Scaterly, merchant manager, left the company shortly afterwards and, with Francis Clark and his brother Michael, also a



Bill Murray



Norman Reekie



Derek Marnech



Barry E. Sealey

former employee, bought a small Aberdeen fish processing firm. They set up a business marketing under the name of Sea Foods Ltd. Barry E. Sealey is Claben's new managing director; he is also director of Christian Salvesen Ltd. and is also

director of Salvesen's Sea Foods Division. Explaining how the company is preparing to move into a new era, Derek Marnech, Claben's new general manager, said the market for the company's main product lines of smoked fish is not

now a major growth area. "We are well aware that we are in a market which is relatively static. For this reason we are embarking on an aggressive expansion marketing policy designed to capture an increased share of the business."

Spearheading the company's new drive, along with Derek Marnech, is Bill Murray who is in charge of the home market sales. He will soon be announcing a major change in Claben's distribution arrangement for home freezer packs.

Exports which now account for 40 per cent of sales are being handled by Norman Reekie, who has also taken over responsibilities for sales administration.

Claben Ltd., a subsidiary of Christian Salvesen (Seafoods) Ltd., is Aberdeen's largest fish processor and merchant, employing 300 people. The company has major processing and cold store operations in Aberdeen and full access to Salvesen's large-scale refrigerated transport services.

"While we are aware as anyone of the present problems of the fishing industry and its ancillaries," says Derek Marnech, "we have the size of operations here which, by virtue of volume, can guarantee the quality of its products."

"We are now a more closely integrated, leaner operation than before and we expect to be more efficient, and more successful, as a result."

Seen at the
Ayr
fishing
show

Herring drums delivered fast

SPEED of delivery is one of the big advantages of the Mauser plastic herring drums displayed at the Ayr Fisheries exhibition by Bowater Packaging Ltd. of London.

With the seasonal nature of fisheries, it is difficult to forecast packaging needs. Too few drums can leave a buyer

in a position where he is unable to take advantage of glut.

Bowater told *Fishing News* that, last year during the Manx herring season, a buyer ordered 8,000 plastic drums over a holiday period and delivery started in three days. As Bowater points out, that would be quite a task for the wooden barrel maker these days.

Mauser drums are bought extensively for the Manx fishery and Cornish co-ops have used them — Bowater even arrange shipping.

One Irish exporter — South Cogh Fishery of Cobh, Co. Cork — has standardised on the firm's 120-litre open-top drums for curing and distributing herring in brine.

Recently the firm had

3,000 of last year's drums in hand and nearly all had done two trips to the Continent, mainly to Germany, Holland, Belgium and France. Some of the drums were sent to South America, South Africa, Israel and Russia. It is expected that each drum should be able to go on two more trips.

"The company has a further 10,000 drums on order for the current season and director,

Daniel O'Donovan, said: "Three years ago, when we first switched from wooden barrels to plastic drums, customers refused to accept them."

"Now, our production is accepted without a single claim in over a dozen countries and has become almost standard item against other types of barrel."

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Compact ice-maker

MAJOR exhibit on Inco-Ziegler (UK) Ltd.'s stand was an air-cooled ice maker producing up to ten tons in 24 hours.

Of compact design, it occupies a total space of 4 sq. m., with compressors, condensers and ice makers in one cabinet. It can be installed in hours.

Neat stencils

A MACHINE which cuts neat stencils in board was shown at Ayr by Lawtons of Liverpool Ltd.

Depending on the model, the Diagraph machine cuts letters 1, 4, 1 and 14 in. high and spacing is automatic. The stencils are flexible and so are suitable for use on barrels and irregular boxes, etc. Machines can be bought or leased.

The firm can also supply waterproof marking inks and applicators — roller, brush or spray.

It produces a soft, ready-crushed ice ideal for use in the fishing industry and, already, a unit is in use at the

Non-return box

SOUTH London-based DRG Merton Packaging has a range of non-returnable fish boxes, including its new Merstone-4, on show.

This box has been designed as a non-returnable, general purpose, open-topped box. It is manufactured from "Pachyderm", a polythene-coated waterproof solid fibreboard.

This material was developed for packaging fish in conventional boxes and is now widely used in the United Kingdom.

The Merstone-4 has been developed mainly for transporting four alone of herring, or small fish, from the port of landing to other markets and processing plants. It can also be used for sending fresh or frozen herring to Continental outlets and has been tried by Claben.

During test marketing, inshore boats used the Merstone-4 to land fish direct onto the quayside.

Non-return fish kits eliminate the losses of wooden and plastic returnable boxes, also cut out repairs, cleaning and return transport charges.

The Merstone-4 fish kit is 26 1/2 in. x 14 1/2 in. x 5 1/2 in. (677 x 376 x 150 mm). It is "water shaped" — when stacked the upper case slips into the lower case preventing the lower case from being damaged by the flanges and shaped to suit the posts for carrying and stacking strength.



ARENCO had its SFA-4 filleting machine for white fish on demonstration. The Swedish-built machine is suitable for had-dock and whiting of 10-18 in. long, and codling from 10-15 in. long. Two were installed at the modern Findus factory at Aberdeen which recently closed down. The SFA-4 machines were being moved to Hull and two more of the units were on order. Already gutted and deheaded fish can be belt-fed into the machine at a rate of 50-60 a minute.

FISH HANDLING, processing and marketing

THE LAST few weeks have been pre-occupied with the effects of the unpopular settlement terms of the dispute with Iceland.

First reactions almost suggested that we were taken by storm whereas, in fact, to most observers the signs had been evident for a long time. All sides of the fishing industry should have been prepared for this eventually, even if the outcome was not expected to be so severe.

Apart from assessing the serious effect on the catching industry and on employment, consideration has to be given to making up the future shortfall of cod (the Icelandic agreement will lose us 90,000 - 100,000 tons per year from this source) which now seems inevitable, given the internationally agreed conservation quotas in other productive areas.

True, we may get some benefit from a revised Common Fisheries Policy if our Government responds to the well-founded claims of the industry, and is able to persuade our partners in the EEC that we have a worthy case. Notwithstanding this, we shall use increasing quantities of other established species — cod and ling for example — or pay the price of importing substantially more cod and hake.

This will adversely affect our balance of payments, do nothing to help our trawling industry and place an extra burden on the consumer, who is already reacting to the increased cost of fish.

With commendable foresight the White Fish Authority, in co-operation with the Highlands and Islands Development Board and Torry Research Station, has been pressing on with the development of a blue whiting fishery for human consumption — often in the face of adverse publicity from potential processors and getting noticeably little encouragement from those concerned with the major market.

There is a danger now that the consumer and even machinery developers will be discouraged.

The days of cheap cod are numbered. It is time for everybody to reconsider the publicity given to fish generally and to be positive. If reference is made to blue whiting during these early days, it should be to create interest in its assets and potential, and support the extensive programme of development being carried out with the use of public and private funds to give the consumer a worthwhile alternative and our trawlermen and associated industries continued work.

The results of the blue whiting spring fishery exercise managed by the WFA in Stornoway were encouraging. They were by no means conclusive — that was not to be expected.

The main objective was to test the feasibility of landing blue whiting in fresh condition at a port close to the fishing grounds, processing it for human consumption and supply processors and friers with frozen fillets for trial work and marketing.

This included essentially a programme of machine trials, especially grading and filleting and the effect of chilling on the performance of the machines.

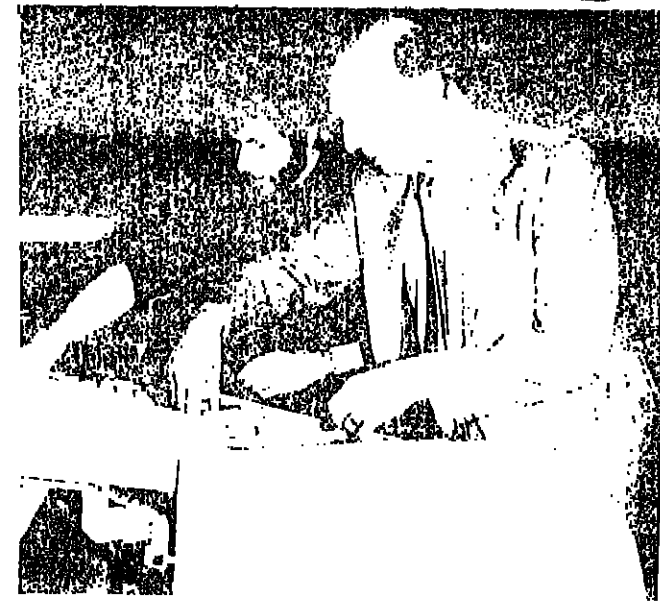
It has been confirmed that the resource is substantial and workable, and that the inherent quality of the fish is

Good skin-on
fillet from
blue whiting

by frozen
foods
consultant,
ERIC
ELSTON,
who saw
processing
trials at
Stornoway

Eric Elston assists WFA engineer, Wesley Denton, to load blue whiting into the prototype Bader 121 filleting machine at the Stornoway trials.

The fish is small but, nevertheless, shore-based machine trials were promising. The season as we yet know it remains short — only two to three months — although other nations are harvesting



good. The fish is small but, nevertheless, shore-based machine trials were promising. The season as we yet know it remains short — only two to three months — although other nations are harvesting

trawling. The performance of the Bader prototype 121 filleting machine on a wide range of fish sizes was very encouraging. This machine has been designed specifically for filleting small white fish

and will no doubt handle small whiting and haddock as well. The company is understandably reluctant to show the machine at this stage, but those of us privileged to see it at Stornoway are grateful to

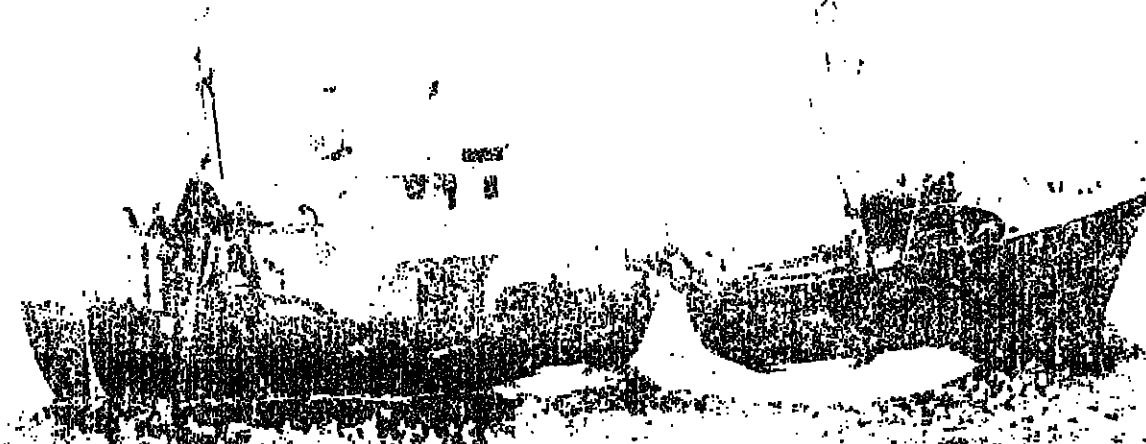
the WFA sponsored "open day" for invited guests on May 14 at the Moll (Olsen) factory, Stornoway. It was very well attended. It was encouraging to see representatives of processors all three major frozen food companies

Meanwhile — and concurrently — we should go out and harvest the resource for fish meal and pet food, an industry already taking useful quantities. This may even improve the quality of the resource.

Next year, also, we should set up a larger scale operation to get a better understanding of the processing and be ready to provide the consumer (through the friers, frozen food industry and, perhaps, fresh outlets) work before the end of the decade.

Above all, we should maintain a positive approach.

The Highlands and Islands Board trawler *Hedderburn* brings a catch of blue whiting aboard for the White Fish Authority/Torry trials.



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FISH HANDLING, processing and marketing

FISH HANDLING, processing and marketing

No protection for processors in the EEC

OVER THE past five years Holland has become a fast-growing market for British fish. In 1970, exports from Britain into Holland were running at a little over £1m; by the end of last year this figure had risen to almost £5m.

The market in Holland is wide, taking in almost every kind of fish and, with the back-up of an advanced processing industry, turns even the most lowly species into an attractive product. Much of the fish pouring into Holland is prepared for onward shipment to markets in Germany, France, Italy and Eastern European countries.

The present depressed state of the Dutch fishing fleet is certain to create more scope in future for imported supplies and, last month, the White Fish Authority organised a successful selling mission for British merchants and processors aimed at further strengthening trading links between the two countries.

The tour, which took in the major fishing ports and the shellfish industry based at Yerseke, in Southern Holland, was led by the WFA's assistant trade officer, Richard Murray, who had previously organised similar trips to Germany and France. Fish traders from the north of Scotland to North Wales were in the party, which included: Alec Main (Marine Fisheries, Aberdeen); John Cowie (McBay Bros, Aberdeen); Jack Marshall (J. M. Marshall, Eyemouth); Victor Chambers (Kilborne Seafoods Ltd., Northern

Ireland); Sans Unklea and Ross Osbourne (W. S. Unklea (Seafoods) Ltd., Glasgow); Michael Croan (R. Croan & Son, Edinburgh); Joop van Ooyen, Associated Fisheries, Rotterdam; David McCreadie (McCreadie & Teck Ltd., Port Dinorwic, Wales); Andrew Wilson (A. J. F. Wilson, Anglesey, Wales); Richard Coulbeck (R. Coulbeck, Grimsby); George Jack (G. & J. Jack, Fraserburgh) and John Ramuz (Young's Seafoods). Although many of the British team were already heavily involved in trading with Holland and had been inspired to go on the visit to make sure that nobody else muscled in on their territory, it was generally agreed that, as a result of the visit, a lot of new business had been set up.

For those who looked beyond the cigar smoke surrounding the business discussions, visits to the major ports of IJmuiden and Scheveningen revealed the appalling depressed state of Dutch fishing. Declining catches of North Sea sole, herring and plaice, coupled with the high rise in fuel prices, had stranded many of the big side trawlers which were not expected to go back to sea again.

This situation was particularly underlined at Scheveningen where the multi-million pound fish market — one of the most modern in Europe — contrasted with the rows of rusting trawlers.

Despite the Government offering guaranteed bank loans for fishermen to buy fuel, this had not been enough to induce trawlermen to go back to sea. As a result of the imposi-

tion of international fish quotas, the Dutch Government is now more realistically introducing an aid scheme aimed at scaling down the size of the fleet. Catching capacity will be reduced from 500 to 250 coastal boats plus a small trawler fleet.

It was no surprise to learn that the closing down of either IJmuiden or Scheveningen was being seriously contemplated. The competing claims of these two ports makes the choice difficult. While massive sums of money were spent on modernising Scheveningen, only 45 trawlers operate from the port and IJmuiden still remains the major trade centre.

With the Government losing money on these two big ports, there is a call to take them back into private ownership.

While the catching side of the industry has its problems, it became apparent at the discussions between the British merchants and the Dutch wholesalers that they shared a common grievance at the growing power of the producer organisations, which they claimed, left fish, traders and processors out on a limb.

One leading British processor said at a meeting in IJmuiden that, eventually, fishermen would want to take over, through the POs, all the market, processing and freezing of fish.

"This is a monopoly situation. With large sums of money invested in machinery and factories, processors were as much and, perhaps, more involved than fishermen", he added.

These sentiments were echoed by Mr. J. Rolfus of the Produktschap Voor Vis (a body similar to the WFA) who said that under the EEC set up the POs will get all the cake.

From the British side it was suggested that there should be EEC minimum prices for processed fish.

"Processors have invested in machinery along with the expansion of the fleet, but they have no protection. Processors are producers of fish. The broker side of the business has gone as more fish is being processed," it was stated.

Imports from non-EEC

countries were also a sore point in the discussions at IJmuiden. These countries, it was pointed out, could come in and undercut everybody. "There is no way that we can compete with Poland on the price of mackerel into France," said a Scottish processor.

A briefing on the import-export regulations for fish in Holland was given by Mr. Orebeek, marketing director of the Produktschap. He explained the work of the Commodity Board which is unique in Europe and regulates the fishing industry in Holland.

The Council of the Commodity Board is comprised of 28 people — 14 employers and 14 members nominated by the trade unions. With full regulating powers, the big advantage of this system is that there are no long parliamentary delays before action can be taken. Regulations can come into force within two weeks.

Strict control of herring fishing has been achieved through the Commodity Board, which this year banned all fishing before May 19. A further meeting on the tour arranged with members of Zeevisgroothandel — the Dutch fish wholesalers organisation — attracted wholesalers from all over Holland.

Outlining their market requirements for imported fish, the Dutch representatives made it clear that they were looking for fresh supplies to be smoked and processed in Holland.

There is no demand on the Dutch market for kippers, or smoked cod and haddock. A lot of interest was shown in the importation of fresh and frozen dogfish. Dog-flaps are re-exported on to Germany where there is a big market.

The Dutch are also big buyers of British mackerel and herring. A lot of this fish is now bought direct, since the Dutch say they were not satisfied with the handling of the fish.

Continuity of supplies, even at the expense of lower volumes, was constantly stressed by the Dutch. This fish is both marinated and smoked. The smoked product is a kipper alternative known as bokking. No salt or dye is used in preparing bokking from hard cured herring, and colour is achieved by heavy smoking — the

HARRY BARRETT reports on a five-day mission to Holland for British fish traders organised last month by the White Fish Authority. Apart from establishing new business contacts, those on the tour also found time to air their views in some light talking discussions with the Dutch on their home ground.

led Jack Marshall, of Eyemouth, to give a lucid explanation of the role of the Herring Buyers' Association, which has been working closely with the Scottish herring men to regulate fishing.

An extension of the Herring Buyers' Association was being planned, revealed Mr. Marshall, to eventually cover all buyers of fish on the British market. And this could mean the Dutch having to become members before coming in to buy direct.

Direct buying in the UK market also led to a claim that Dutch lorry drivers were overloading and putting British herring exporters at an unfair disadvantage.

With the regulations limiting loads to 16-tons, Dutch juggernauts were taking as much as 20-tons a time, it was claimed.

Although some of the lorry drivers were being picked up at the customs, the token £100 fine was not acting as a deterrent. The profit on the extra four-tons far outweighed the risk of a fine, it was said.

The regulations which insist on a change of driver were also being ignored by the Dutch, it was stated.

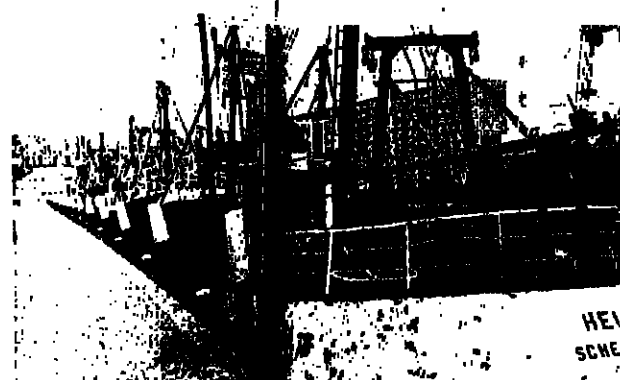
If nothing is done to curb these practices, the Dutch were warned that the Herring Buyers' Association would take action and force controls on the drivers.

One of the highlights of the WFA tour was the opportunity for a close look at the Dutch processing industry. Visits were arranged to two major processors: Ouwehand's Roderij on Vijverwerfing B.V. at Katwijk, and Schilder and Zonen in Volendam.

Ouwehand's factory, which employs around 500 people, is already well known in the UK, especially Scotland, where it has had strong links with Claben. Although many types of fish are handled under the most impressive conditions, main production centres around herring.

This fish is both marinated and smoked. The smoked product is a kipper alternative known as bokking. No salt or dye is used in preparing bokking from hard cured herring, and colour is achieved by heavy smoking — the

continued on page 20



Above: A row of laid-out herring in a market stall. Below: Dutch fishing mackerel for smoking at the Ouwehand factory in Katwijk.



Above: Vacuum packing of mackerel at Ouwehand's factory. Below: Mr. J. Rolfus of Produktschap Voor Vis, hand to make a kipper. John Cowie of Brox, Aberdeen, and Joop van Ooyen of Associated Fisheries, Rotterdam, right, Ramuz, left, with Hulet of IJmuiden.



FOCUS ON FISH INTO BILLINGSBATE Non-return boxes just keep on going...

WHAT is good quality fish? Anyone having the remotest connection with the fish trade will hold very firm and often widely differing views.

These opinions will frequently be influenced by whether they are buying or selling.

All will agree, however, that fish was better in "the old days". This was the mythical time as when all Junes were blazing, all Christmases were white and England had batsmen who could really keep those colonialists in their place.

Perhaps a little research at the weather office and in Wisden would cast some doubts on the viability of the latter contentions but, regrettably, very few people keep really adequate long-term statistics on fish.

One exception is the Fishmongers Company, which through its inspectors and fish meters control the quality of fish in Billingsgate. An ancient charter, granted in 1604, requires the Fishmongers Company to ensure that fish within the City of London is "fit for the food of man's body". Not only has it been doing so ever since, but it has also been keeping records about it.

In the argument about quality, probably the most significant data compares the total weight of fish delivered at Billingsgate with the amount condemned as unfit.

When we come to examine the figures, a quite remarkable consistency can be found for many years. In the 1980s the inspector was reporting that fish condemned, expressed as a percentage of the total arrivals, was in the region of 0.3 per cent — that is between 6 and 7 lb. condemned for every ton received.

Apart from steep jumps in the graph immediately following the two World Wars, that situation appears to have continued until just a few years ago.

Indeed, the average percentage for the years 1956 to 1969 was 0.35, but from that date until the present time there has been a distinct change. The average over the last six years has fallen to 0.26, in spite of the 1976 summer heat.

What then is the explanation for this very satisfactory decline? Here we must turn from figures to speculation.

In the past Billingsgate was doubtlessly used by coastal merchants to handle their over-bought supplies. It was always worthwhile to send that extra 100 boxes down to London to be sold on commission rather than see it go to the fish meal factories or even this situation in the days before minimum landing prices were fixed. And it all depended on the fact that rail fares were ridiculously cheap.

Given an enthusiastic salesman and a virtual second market later in the day, when the stall holders and door-to-door peddlers were happy to pick up a cheap lot of fish and, with a little luck, show more profit than you would make from it.

Such trade is no longer viable as minimum prices at

auction removed the excess of cheap fish. Freight, boxes and even ice have risen so much in price that the speculation is not worth the risk.

Nor are the peddlars of poor quality fish any longer in evidence. Therefore, the large quantities of dubious fish forwarded on commission, and the source of many tons of condemnations, are no more a feature at the end of Billingsgate's working day.

Incidentally, is the shortening of that day a cause or an effect? Do people work shorter hours because there is less fish to sell or buyers to sell to, or do shorter working hours discourage the buyer who used to look for bargains, clearing up after the first market was over?

At the time the Fleck Committee was considering the fishing industry in 1961, the Fishmongers Company, in preparing its evidence, extracted some figures on the source of the fish condemned by its officers. It compared these figures with the total arrivals from those areas.

One fact was made very clear: the highest percentage of condemnations were of fish sent from Ireland. While the records did not differentiate between Northern Ireland and Eire, it was thought that the principal offender was the Republic.

Irish fishermen had long been accused of packing fish with shovels, putting 4 ft. long salmon in 3 ft. boxes and considering ice suitable only for Americans to drink with whiskey.

Many of these complaints seemed justified and, no doubt, reports of such mis-handling found their way back to Dublin. This influenced the Irish Government in its establishment of the Irish Sea Fisheries Board (BIM).

There also seems little doubt that that board, by its educational programme and from financial encouragement for improving the handling of fish, has raised the quality standards in Ireland beyond all recognition.

No longer do open trays of Irish mackerel travel uniced over the weekend, to be condemned on arrival at Billingsgate. In all probability, if a study was made now, Irish fish would show a quality level comparable with that from any other source.

Twenty years ago the biggest suppliers of fish to Billingsgate were Aberdeen, Hull, Grimsby and Fleetwood. These ports dominated the market and their main competitors were exporters of fresh fish from the Continent.

UK inshore ports provided sporadic, undependable and seasonal supplies. Between then and now, many factors have served to alter this pattern of arrivals.

The inter-related decisions to reduce rail services and the development of road services by the major companies and merchants' associations brought direct delivery to inland wholesale markets. The rising demand of the

processing factories, which must have their daily supplies of raw material, drained away the supplies which would have come south.

Nor were the catches from these ports able to increase supplies, particularly as restrictions by foreign countries limited the areas to be fished and international agreements set quotas.

While the tonnage passing through Billingsgate has halved in 20 years, the percentage of distant and middle distant fish has dropped even more dramatically. But the partial vacuum created by the reduction of the distant water fish has to some extent been filled by an increase in inshore supplies.

The extension of our territorial waters to up to 12 miles has served to encourage the individual fisherman and the co-operatives, both of which find a ready market for catches in Billingsgate.

Technology, whether in small boat design, or in providing small but viable ice plants, has followed the trend and higher prices for his catch has enabled the inshore fisherman to afford these aids to improved production.

A further factor in the encouragement of the inshore industry has been the increased demand, often by ethnic groups, for supplies of species which, while available close to hand, had previously been of little market value.

All in all, it would seem that Billingsgate has exchanged large supplies of distant water fish, often 10 or 12 days dead, for smaller, more specialised, supplies of fish which were swimming happily in the Channel or the Irish

Sea the previous day. The transportation of the inshore fish has necessarily been by road and here technology has played its part. The efficiency of insulation and the provision of chilling and refrigeration facilities, together with the reduced handling of fish by modern road transport, has resulted in a higher quality product. It would be easy to fall into the trap of complacency and congratulate ourselves on how good we have been in reducing the percentage of condemned fish. However, there are still so many ways in which we could improve, not just on the percentage condemned, but on the overall quality of the fish we sell. The non-returnable box was hailed as the greatest advance in the hygiene of fish distribution, but we find that one port's non-returnable box is another's smaller neighbour; usually without even the minimal cleansing routine afforded to the returnable variety. Are tea chests into which crabs are packed by the hundredweight really the most suitable containers?

Turn to page 20



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FISH HANDLING, processing and marketing

product line



Lowestoft fish merchant, Bill Iman (right), gets the feel of the Thyme box and details from the firm's technical man, Mr. G. Leggett.

EXPANDED polystyrene fish boxes (EPS) were put on show at Lowestoft fish market recently by Ness Point Fisheries in association with the manufacturers, William Thyme (Plastics) Ltd. of Penicuik, Scotland.

The demonstration was designed to show Lowestoft and Great Yarmouth merchants the advantages of polystyrene boxes over conventional wooden and cardboard containers.

About 2,600 of the company's B1 and B2 size boxes, along with its A2 (4-stone) containers for shellfish, were sold through Ness Point Fisheries at the demonstration and, this week, William Thyme plans to carry out a questionnaire to gauge the reactions.

Smaller trials have been carried out in Scottish north-east ports and at Fleetwood, Hull and Grimsby, where the

boxes met with a good response. As fish is often transported south in lorries where the EPS containers, with their better insulation, help keep fish fresh and attractive.

These containers, used widely on the Continent, are sold as one-offs and are said to give good resistance to water and water vapour; that strength and weight are unaffected by humidity; stackability is better and prices are highly competitive.

SLEEPER-CAB LORRY

YOUNG'S Seafoods Ltd., of Thorne, Doncaster, has provided five of its long distance drivers with new maximum weight (32-ton gvw) sleeper-cab Leyland Marathon lorries.

This enables them to complete week-long nationwide factory to distribution point deliveries without delays in off-



One of Young's Leyland Marathon sleeper-cab lorries.

loading or inconvenience to the driver.

Powered by turbo-charged, six-cylinder, Leyland TL-12 diesel engines, all five lorries are standard 11ft. 8in. wheelbase vehicles equipped with sleeper cabs and including optional push-button radios. The units will operate with existing refrigerated box trailers.

If all five Marathons were loaded to maximum with prawns — Young's speciality — there would be some 40,500,000 aboard!

RODENT ROUTER

HIRD-BROWN Instrumentation Ltd. has introduced a solid state electronic device which emits pulses of ultrasonic sound to cause extreme pain to rats and mice.

Known as the Clairax Rodent Router, it is similar in appearance to a small intercom speaker and measures less than 6 in. in any dimension. It uses less power than a small night light.

The unit is installed by screwing onto a wall or ceiling, and plugging into the nearest power socket. The noise is inaudible to the human ear.

For further information contact Hird-Brown Instrumentation Ltd., Lever Street, Bolton, BL3 6BJ (tel: Bolton 27311).

PRE-FILL WASHER

TWO types of empty can washers for the food industry are being produced by MetaMatic, the container handling division of Metal Box Ltd.

The washers are for removing dust and foreign bodies which may enter a can during transit or storage.

A gravity can washer, and a horizontal powered washer, are the two types in production and both can have hot or cold water recirculation equipment incorporated.

Further details from MetaMatic, PO Box 3, Worcester.

ICE FIRM'S UK AGENT

IT IS often apparent to members of the UK fish trade who go aboard Dutch and Danish, as well as other foreign vessels, that their fish is maintained to a very high standard.

This is due to the fact that the vessels have the following additional equipment:

A. An on-board ice making

plant producing high-quality flake ice which gives a better layer over the fish and, also, does not mark it.

B. Some modern refrigeration coils in the ceiling of the fish hold which slows down the process of fish decomposition.

Morep Ltd., of Luddenden, near Halifax, has now been made sole UK distributor for ice equipment from Promas of Holland.

As the firm also has arrangements for servicing the machinery, it is now possible for all skippers and tackle owners to contact Morep direct — even at the planning stage of new vessels or when modernising existing vessels — to discuss the full question of ice making plants, also refrigerated holds and chilled sea water tanks.

PRESSURE CLEANER

POWERWASH high-pressure water jet equipment from the Industrial Division of Kleanze Ltd. is suitable for box washing and other fish applications.

Powerwash, introduced within the last 12 months, is designed to give continual cleaning power. Units can be run on a 24-hour basis, if needed. Machines weigh only 100 lb. to aid mobility.

Standard versions are available for pressures up to 800 lb. per sq. in. and other specifications can be made to order.

Design features include a pump to take hot water up to 71 deg C. Standard equipment on each machine includes a variable injection system for introducing chemicals into the waterflow.

Safety features include an overload valve to reduce the pressure of recirculating water, so that the pump can run indefinitely without the water overheating when the trigger gun is not in use.

Each Powerwash unit comes with a guarantee to repair or replace a faulty machine within 72 hours.

There is a wide range of accessories, such as water-driven brushes, nozzles for long pipe interiors, various nozzle and extension lances. Alternative power sources include diesel, compressed air and petrol.

A contract maintenance service is offered and Kleanze can also supply the full range of chemicals and protective clothing.

Powerwash high-pressure water jetting equipment.

company profile

AN ABERDEEN firm founded only four years ago is now probably the UK's most comprehensive and successful manufacturer of processing and mechanical handling equipment for the fishing industry.

A recently-announced £300,000 order for fish thawing plants for Cuba marks a further step forward for Intel Engineers, which is now a major exporter in addition to catering for the home market.

Intel prides itself on being able to design, manufacture and install very specialised equipment for handling any species of fish, and for use in different processing methods, anywhere in the world.

Last year the firm sent a complete plant to Trinidad for processing a very varied local catch, which included flying fish and croaker.

This month plant will be leaving the company's premises for the People's Republic of Yemen.

Intel Engineers is the engineering division of Aberglan Holdings Ltd., which was founded in 1965 as North East Glassfibre Works Ltd. by James S. (Jim) Milne, then a 24-year-old Aberdeen engineering draughtsman.

For three years Jim Milne studied the manufacture and marketing of GRP products with leading firms in Britain and Europe. Then, in 1968, his company started production with one employee.

It has now developed into a group of eight trading companies organised into five divisions: glassfibre, construction, electronics, engineering and marine. The workforce is some 680-strong and the annual turnover around £2½ m.

Today Jim Milne is owner, chairman and managing director of the Aberglan group. He has with him a team of designers, engineers, technologists and craftsmen who are concerned to give the customer the best service.

Intel Engineers was founded in 1972 and expanded so rapidly that, within a year, it was operating in custom-built premises with 32,000 sq. ft. of design and production space. Further expansion is about to begin.

Some of the first products from the firm were finning, washing and polyphosphating machines but, today, it can offer complete fish processing and handling lines. Together with its associate companies it could also build fish factories.

Stainless steel and other hygienic corrosion-resistant materials are extensively used in Intel's products and the firm is the leading designer of a number of specialised pieces of equipment.

One of these is the continuous de-frosting machine, of which four have been ordered by Cuba.

This is an automatic in-line, warm water unit incorporating, on a continuous conveyor principle, specially designed baskets.

The frozen blocks of fish are fed into the baskets as they move at a slow speed past the feed point. They

FISH SKINNER ON FISH FACTORY-ON DEMAND



Three men behind Intel, part of Aberglan Holdings, are: the Chairman James S. (Jim) Milne (top), Brian Crilly, (left) and Bill Rath, the firm's manager.

by Intel Engineers.

It is a simply-operated machine ideal for poorer grades of fish, and those with broken shells which are difficult to peel by hand.

Up to 20 Kg can be handled an hour. Deveining is by hand after peeling.

Turn to page 14

Gutting

some like it this way....



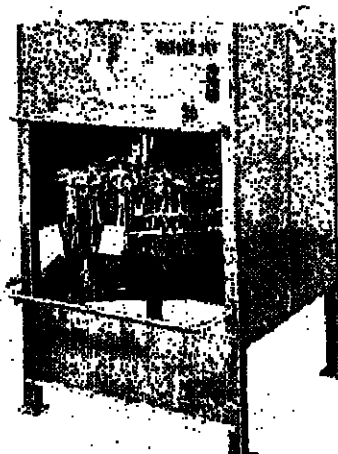
....But

the expert knows that fish gutted mechanically in combination with a throat cut are better in many respects. By means of the throat cut all main

blood-vessels are cut, good bleeding is obtained, the fish meat gets a whiter colour. The throat cut detaches the collar bones from the head; that is the basis for optimum meat saving heading machines and for filleting machines with highest yield. By means of the throat cut the entrails are separated from the body at the gullet, which leads to a clean gutting result. During the gutting procedure the entrails are only ejected, but not disintegrated. The belly cavity is exposed for thorough washing, and the fish keeps better in storage. BAADER has a full programme of high-capacity and compact gutting machines (optionally equipped with different heading systems).

BAADER 166 up to 2,400 fishes/h of 30-70 cms total length
BAADER 162 up to 1,680 fishes/h of 50-90 cms total length

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BASED ON MORE THAN 50 YEARS' OF EXPERIENCE



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FISH HANDLING, processing and marketing



Intel Engineers' premises at Greenbank Place, Aberdeen.

From page 13

Another very popular unit is the Intel scampi peeler and deveiner for handling fish with hard and unbroken shells. The machine can easily be used by an unskilled operator and gives high yields of about 75 per cent of well-shaped meat.

Water jets remove the meat from the shells and it will also devein and peel smaller fish in one operation.

Intel has developed an automatic queen scallop processing line.

The shellfish are fed into a bulk washing machine, from where they are conveyed through a hot water opener and then on to a vibrator which separates meat from shells.

From here meats are automatically conveyed through a brine flotation separator, which removes remaining particles of shell and sand.

Another conveyor carries the meat to an eviscerator for removing the viscera from the edible meat, which is then ready for inspection, packing and freezing.

The complete process takes about five minutes and the line can be manufactured to process any required weight. These are just some of the

specialised fish processing machines produced by Intel. The firm is also UK and Irish agent for Steen skinning machines and Varlet machinery, including de-heading and filleting machines and salmon slicing machines.

The Steen skinning machine has become very popular and is easy to operate.

With the home market somewhat depressed at present, the firm is undertaking a huge export drive. Recently won export orders have come from South America, the Middle East and Iceland.

With the rapid development of the fishing industry in other countries, further overseas contracts are ending. Enquiries have come from as far away as Australia and New Zealand.

Manager of Intel, Bill Reith, and sales manager, Brian Cryle, have travelled thousands of miles to secure contracts.

Chairman, Jim Milne, told *Fishing News* that Intel is able to design and manufacture almost anything for fish processing and is constantly engaged in development to produce a quality product. It is also becoming a turn key contractor for large projects.

Money in meal plants

THE SUBJECT of industrial fishing is always a controversial one. Although many UK fishermen regard working for the meal plant with disdain, there are also those who will readily admit that, in difficult times, fish meal and oil factories have kept them in business.

Arguments about industrial fishing usually rage around the question of conservation. The finger is pointed at giant foreign fleets which "hoover" their way across the fishing grounds to feed the gaping maw of the meal plant.

A case for the expansion of UK meal and oil production, without harming present supplies of fish, has been put forward in a paper recently published by the Association of Fish Meal Manufacturers.

This document, entitled *The production of fish meal and oil — an essential part of a UK fisheries policy*, sets out the background to the fish meal industry and points out possible areas of expansion.

As the largest fishing nation in the EEC with a fleet capable of working an industrial fishery on a properly managed basis, "the case for the type of fishing cannot be denied", says the association.

National management of our fisheries, which would include carefully regulated fishing for meal and oil, could improve the viability of the fishing industry and lead to more home-produced food for the UK — both directly as fish and indirectly as animal protein.

With imports of fish meal and oil now running at around £80m., there could be

a big national saving by increasing home production.

Fish meal and oil production in the UK has levelled off at around 85,000 tons a year and fish oil at 10,000 tons. Almost all the production is sold within the UK and, contrary to popular belief, it is pointed out that fish meal is no longer used as a fertiliser.

Protein

Although fish meal is used for animal feed, it is noted that processes will be developed which will lead to new types of protein products for human consumption.

The extension of UK fishing limits is seen as an important factor in the development of industrial fishing. Stocks of sprats, sandeel, mackerel, blue whiting and pout — all previously heavily fished by foreign boats within this new area — could provide a big stimulus to the British fleet and the fish meal and oil processing plants.

In an examination of the species available for industrial fishing, herring is discounted for reasons of its value as a food.

Even with a substantial increase in sprats for human consumption, there still exists a big potential for industrial fishing from the Moray Firth down to Brightonsea.

The North Sea sprat catch has risen from 106,000 tons in 1966 to 282,000 tons in 1974. Out of this total, the Danes took 168,000 tons, while the UK landed 81,000 tons. There are, it is claimed, relatively unfished stocks off the west coast of Scotland.

With Norway taking 80 per cent of the landings of mackerel in the north-east Atlantic, great scope is seen for the UK fleet on these stocks — especially as there is no anticipated increase in this fish for human consumption.

As a non-edible fish, Norway pout has been the subject of big industrial fishing in the North Sea.

Making a living from sandeels is the Norwegian trawler *Gudmandur*, seen landing at Grimsby. Wider limits could attract more UK boats to fish for the meal plants.



which has seen the catch rise from 180,000 tons to 845,000 tons between the years 1967 and 1974.

Although a controversy surrounds the pout stock, since little attention has been paid to net mesh sizes and to the by-catch of other species, even on a strictly controlled basis this presents a viable industrial fishery for the UK.

Another stock seen as providing a big expansion of industrial fishing is the sandeel; also attractive is the vast potential of blue whiting.

Initial

Although development is taking place to bring blue whiting ashore as a food fish (see page nine), it is believed that its big initial development could be for the meal and oil plants.

The non-utilisation of trash fish by UK fishermen is seen as a wasteful practice. Fish which appear live on deck after suffering in the trawl rarely survive when thrown back in the sea, it is claimed. With mesh regulations adhered to, a properly managed fishery cannot harm the stocks if relatively small quantities of immature fish are landed.

* *The Production of fish meal and oil — an essential part of UK fisheries policy* is available from: Association of Fish Meal Manufacturers, Naval House, Orchard Parade, Mutton Lane, Potters Bar, Herts., EN6 3AR.

Wear and tear 'proof' chafer...

"A FIRM in the south was advertising cod-end chafers a little while ago. Do you know what they are made of and whether they are good value for money?"

I suppose the chafers to which you refer were those advertised by Westcliffe Marine of Ramsgate.

If so, they are made from scrap hovercraft skirt material which is far more abrasion-resistant than any cowhide.

It consists of woven nylon cloth sandwiched between, and firmly bonded to, layers of a neoprene/rubber composition.

The nylon makes the material highly tear-resistant and the neoprene/rubber makes it highly wear-resistant.

Westcliffe Marine first experimented with it for protecting the cod-ends of its own trawlers when they were working rough ground off the Thames Estuary.

It proved so effective that other local trawlers fitted this

type of chafer, so the firm decided to find out whether there might be a market for them among trawler companies.

Chafers were supplied for test purposes to several companies and reports on them were favourable.

Co-ops

The chafers are now used in Boston Deep Sea and Colne trawlers working out of Lowestoft; Consolidated Fisheries and Robinson trawlers out of Grimsby; Marr and Hamling trawlers out of Hull; Boston and Hewett trawlers out of Fleetwood; and Norrad and Jones trawlers out of Milford Haven.

Over twenty companies and fishermen's co-operatives are now being supplied with them and they are used in every size of trawler from small inshore boats to large stern trawlers.

Most popular sizes are 4 ft. x 2 ft. and 4 ft. x 3 ft. for use on small trawls and 7 ft. x 4 ft. and 7 ft. x 5 ft. for use on

Wire rope protector

"IS THERE any way of protecting the lower parts of wire stays or shrouds from rusting except by serving them?"

"I don't like serving them as I have a feeling that salt water may seep down inside the strands and cause corrosion which, being out of sight, is likely to be out of mind as well."

The modern way of dealing with this problem is to eliminate it altogether by not using wire for standing rigging but use plastic impregnated wire rope which will never rust or corrode.

The ideal type of standing rigging today is plastic-sheathed Kevlar synthetic rope which, size for size, is as strong as wire rope, far lighter and will never corrode.

But Kevlar, at present, is so expensive that it would be uneconomical to use it in a fishing boat.

Although not so highly priced, the same is probably true of Parafil — parallel filaments of Terylene in an alkathene sheath — and Norselay — rope made of wires individually impregnated with waterproof plastic.

As a cross-section of Norselay consists of a solid section of wire and plastic, it is impossible for water or corrosive elements to penetrate and travel along a wire even if the outer plastic covering is cut or abraded.

As well as being non-corrosive and lighter than steel wire rope, Kevlar, Parafil and Norselay — all of

which have a smooth, plastic surface — are less prone to become covered with ice.

They possess an additional advantage for use in boats working in high latitudes.

But since your boat is fitted with wire shrouds, you are not likely to want to go to the expense of replacing them.

One way of protecting their lower parts, without serving them, is to spray them with a composition called Rocol Wire Rope Spray. This is a lubricant designed to penetrate between the strands and to protect them from corrosion, even in the most arduous conditions.

Rocol comes in aerosol containers and can be used at high or low temperatures. It penetrates deeply into strands, adheres strongly to their surfaces and prevents ingress of water.

It's a dirty brown-black colour, but the film it forms prevents adhesion of dirt incorporating, possibly, corrosive elements. After a rope has been sprayed, it may look dirty but is, in fact, clean and likely to remain so.

Personally I use it not only on wire, but on rigging screws and all sorts of other exposed metal surfaces which are liable to rust. Being in an aerosol container, it is easy as well as effective for use on semi-inaccessible surfaces.

It is obtainable in 18 oz. aerosols from Rocol Ltd., Rocol House, Swillington, Leeds.

John Burgess' Log



Catalogue

"I guess from the other queries in your letter that you are fitting out a new boat or refitting an existing one. If so, I think it would probably pay you to get a copy of the 11th edition of Davey's catalogue when you ask for prices of the Doric stove with or without boiler."

It contains particulars and illustrations of all sorts of other items of equipment you are likely to need now or later.

WOOD STOVE

"IS IT still possible to get a stove which will burn wood and ordinary coal for both cooking and heating?"

Most of the chandlers I have asked can only supply stoves designed to burn anthracite or coals on which

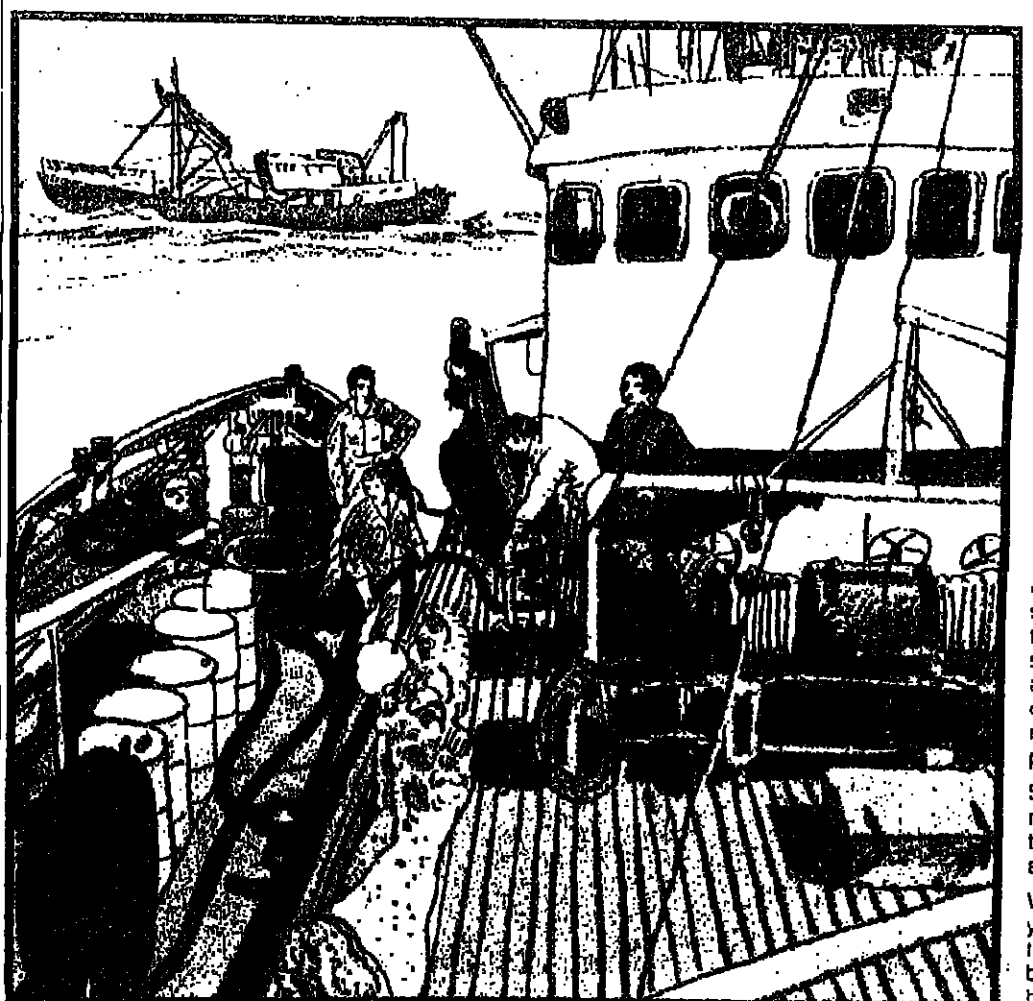
you can't cook."

A stove which might suit you is obtainable from Davey and Co. Ltd., 88 West India Dock Road, London E14 6JE. It is known as the Doric stove and will burn any type of solid fuel. It is 30 in. high, 30 in. wide

I was taken to task the other day for stating that a certain publication was available free when, in fact, its price was £2.

I have since referred to my manuscript and noted that I wrote: "it may be obtainable free". In this case I will say the same again and add the words "if you are a potentially valuable customer".

Who can prove you can cut fuel cost?



Records prove that the F240 diesel engines produced by SWD not only consistently consume less fuel than other diesels but less lubricating oil too. Typical figures are 155 g/(+0.34 lbs) bhp/hr for fuel and 1 g/(+0.002 lbs) bhp/hr for lub oil.

Furthermore, the F240 also cuts down expenses in other sectors, such as maintenance, for instance. Thanks to the simple solid construction and to the long life span of the components, long maintenance intervals are possible.

SWD engines are remarkably reliable and so compact that they take up a minimum amount of space.

Would you like to convince yourself personally of all these facts? That's fine, because SWD are in the habit of proving their claims, just as they are used to complying with relatively short delivery terms. Please, therefore, ask for proof and let SWD assist you in finding the best possible application of diesel engines, for power and propulsion.

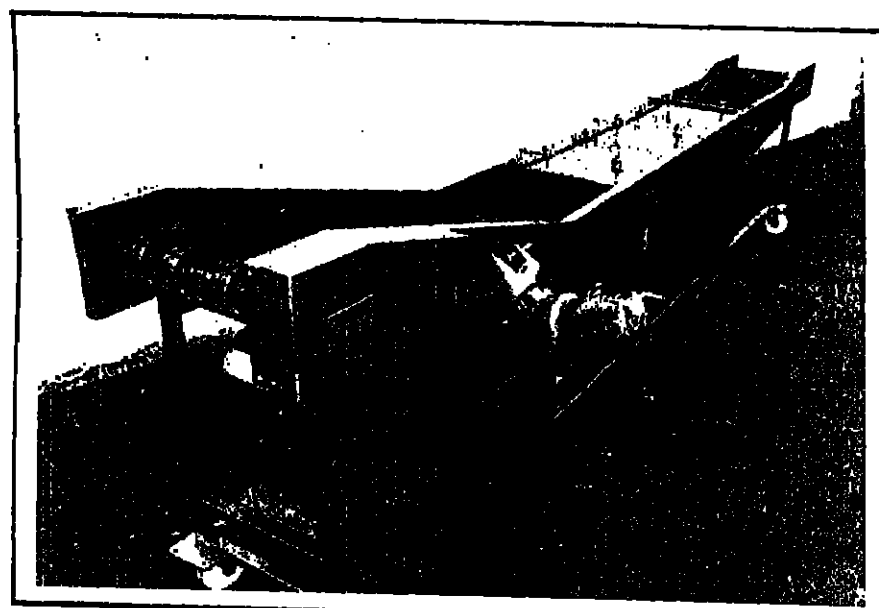
DR210: 320 - 920 bhp
F240: 820 - 1,500 bhp

SWD can and will be glad to do so.

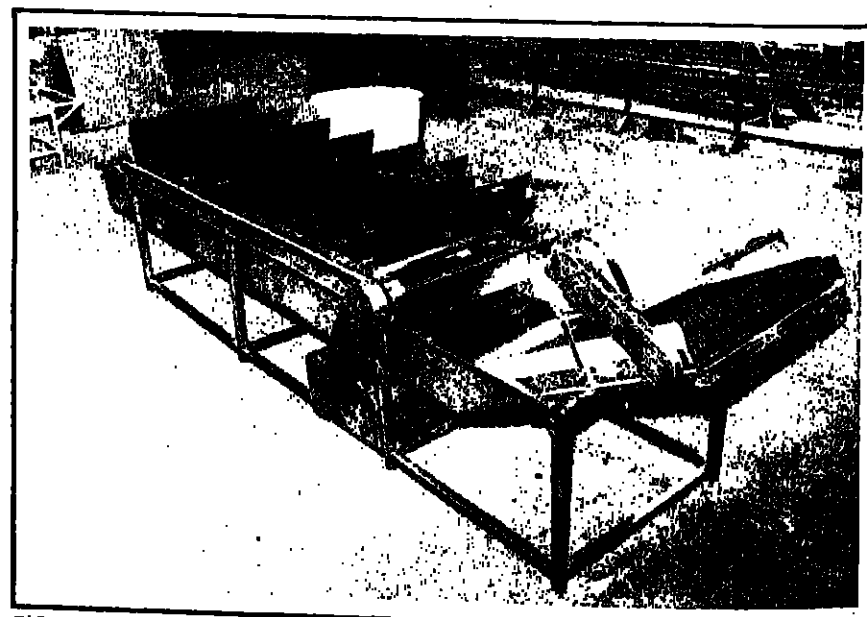
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FISH BRINER

Intel reputation

INTEL

The word that means fish processing and handling. In any language.

From the Middle East to South America people know that things move faster with Intel.

For complete plant. Machines for thawing, washing, finning, filleting, polyphosphating and packing fish; and for thawing, washing,

grading vacuum deveining and water jet peeling shellfish.

Agents in UK and Eire for Steen skinning machines and Varlet filleting lines, salmon slicing machines etc.



The Engineering Division of

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